THE WESTERN PACIFIC RAILROAD CO.

EASTERN DIVISION

TIME 15 TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, JANUARY 4, 1931

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Eastward

FIRST SUBDIVISION

Westward

Time Table No. 15

January 4, 1931

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 62 Fast Freight Leave Daily	SECOND CLASS 54 Fast Freight Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	Distance from San Francisco	STATIONS Telegraph Offices and Calls.	Distance from Winnemucca	FIRST CLASS 3 Pacific Express Arrive Daily	FIRST CLASS 1 Scenic Limited Arrive Daily	SECOND CLASS 55 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	Capacity of Sidings
F. W. Y. B. R. K. P.	11.00 AM	12.01 AM	11.35 PM	7.45 AM	438.3	DN GERLACH Gr	94.0	s 7.55 PM	s 2.15 AM	8.05 AM	7.00 PM	Yard
P.	11.20	12.11	11.43	**7.54**	442.8	4.5 ASCALON	89.5	7.47	2.05	**7.54**	6.45	81
P.	11.40 AM	12.29	11.54 PM	8.05	451.5	8.7 TREGO	80.8	7.36	1.53	7.25	6.25	81
P	12.05 PM	12.49	12.07 AM	8.17	461.5	10.0 CHOLONA	70.8	7.24	1.39	7.05	6.01	81
P	12.30	1.08	12.18	8.28	470.8	9.3 RONDA	61.5	7.13	1.25	6.45	5.40	81
P	12.50	**1.18**	12.25	f 8.34	474.7	3.9 D SULPHUR Ru	57.6	7.08	f **1.18**	6.35	5.30	81
P.	1.10	1.38	12.35	8.43	479.7	5.0 FLOKA	52.6	7.02	1.10	6.20	5.15	80
P	1.45	2.01	**12.55**	8.57	488.1	8.4 ANTELOPE	44.2	6.51	**12.55**	5.55	4.50	81
W. F. P.	2.15	2.26	1.11	f 9.13	496.8	8.7 DN JUNGO Jo	35.5	6.35	f 12.38	5.15	4.05	100
P.	2.35	2.39	1.20	9.22	503.4	6.6 VENADO	28.9	6.27	12.29	4.57	3.43	81
P.	2.50	2.49	1.27	9.29	508.3	4.9 GASKELL	24.0	6.20	12.22	4.45	3.30	83
W. P	**3.15**	3.05	1.37	9.40	514.2	5.9 PRONTO	18.1	6.12	12.13	4.30	**3.15**	80
P	3.35	3.20	1.46	9.49	519.4	5.2 RAGLAN	12.9	6.03	12.03 AM	4.15	2.59	78
P	3.55	3.32	1.55	9.58	525.6	6.2 KRUM	6.7	5.55	11.55 PM	4.01	2.46	81
F. W. T. B. R. K. P	4.15 PM	**3.45** AM	s 2.05 AM	s 10.10 AM	532.3	6.7 DN WINNEMUCCA Wa	0.0	5.45 PM	11.45 PM	**3.45** AM	2.30 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	5.15	3.44	2.30	2.25		Time over Subdivision		2.10	2.30	4.20	4.30	
	17.9	25.2	37.6	38.9		Average Speed per Hour		43.4	37.6	21.7	20.9	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Gerlach and Winnemucca.

When passenger trains meet at Winnemucca, the siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Maximum speed for passenger trains 50 and freight trains 35 miles an hour.

Maximum speed for freight trains descending grade Antelope to Jungo, 25 miles an hour; descending grade Antelope to Sulphur, 30 miles an hour.

Maximum speed for Consolidation and Mikado engines handling passenger trains, 50 miles an hour.

Engines running light will be governed by speed provided for freight trains.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Rear end test prescribed by Rule 1076 will not be made at Winnemucca.

Where brake pipe has not been separated, air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

If trains are in safe condition, consideration being given to class of freight and weather conditions, freight trains may run between Gerlach and Sulphur and Sulphur and Pronto for train inspection.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 280 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	292 Southern Pacific Fast Freight	314 Southern Pacific Local Freight	276 Southern Pacific Fast Freight	56 Western Pacific Fast Freight	258 Southern Pacific Fast Freight	FIRST CLASS 10 Southern Pacific Gold Coast	42 So Pacific Overland Limited	4 Western Pacific Pacific Express	28 Southern Pacific San Francisco Limited	20 Southern Pacific Pacific Limited	2 Western Pacific Scenic Limited	Distance from San Francisco	Time Table No. 15 January 4, 1931 STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS 3 Western Pacific Pacific Express	1 Western Pacific Scenic Limited	SECOND CLASS 55 Western Pacific Fast Freight	61 Western Pacific Fast Freight	Capacity of Sidings
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
F. W. T. B. R. K. P.		5.15PM				4.45AM				10.15AM			2.10AM	532.3	DN WINNEMUCCA Wa	133.1	s 5.40PM	s 11.40PM	2.45AM	1.30PM	Yard
P. R. K. I.	8.41PM	5.27	2.03PM	8.20AM	7.31AM	4.59	2.10AM	f 12.15PM	11.30AM	10.22	8.00AM	2.43AM	2.17	535.9	3.6 DN WESO Wo	129.5	5.32PM	11.32PM	2.30AM	1.15PM	50
P.	8.52	5.50	2.15	8.35	7.45	5.10	**2.24**	f 12.23	11.36	10.29	8.07	2.50	**2.24**	540.5	4.6 BLISS 8.2	124.9					81
P W	9.12	6.10	2.33	9.10	**8.18**	5.30	**3.00**	s 12.34	11.46AM	10.40	**8.18**	**3.00**	f 2.34	548.7	D GOLCONDA Gd 4.9	116.7					81
P.														553.6	PREBLE (S. P. Connection) 8.4	111.8					No Siding
P	9.45	6.40	3.03	9.50	8.58	5.55	3.30	f 12.51	12.01PM	10.57	8.34	3.17	2.50	562.0	D RED HOUSE Rd 13.2	103.4					82
P W	10.15	7.10	3.28	10.30	9.35	6.20	4.00	f 1.08	12.16	11.13	8.50	3.32	3.06	575.2	ELLISON 13.9	90.2					81
P								s 1.25	12.31	11.28	9.06	3.47	3.23	589.1	D N. BATTLE MOUNTAIN Nb 1.4	76.3					No Siding
P.	10.53	7.45	4.05	11.10	10.17	6.50	4.30	f 1.27	12.33	11.30	9.08	3.49	3.25	590.5	RENNOX 10.1	74.9					81
P W.	11.20	8.10	4.30	**11.45**AM	10.46	7.20	4.50	f 1.40	12.44	**11.45**	9.20	4.01	3.40	600.6	KAMPOS 9.4	64.8					81
P.	11.40PM	8.35	4.57	12.15PM	11.10	7.40	5.10	f 1.53	12.54	11.56AM	9.32	4.12	3.52	610.0	D DUNPHY Ny 9.0	55.4					80
P W F.	12.01AM	9.00	5.23	**1.04**	11.33	8.00	5.30	s 2.06	**1.04**	12.07PM	9.43	f 4.23	f 4.03	619.0	DN BEOWAWE Be (S. P. Connection) 8.1	46.4					125
P	12.25	9.25	5 42	1.40	11 55AM	8.17	5 50	f 2.17	1.13	12.17	9.53	4.33	4.14	627.1	CLURO 8.3	38.3					81
														635.4	E. N. RY. CROSSING 0.4	30.0					
P	12.55	9.55	6.01	2.05	**12.30**PM	8.45	6.10	s 2.33	1.26	**12.30**	10.06	f 4.48	f 4.29	635.8	**PALISADE** Ad 7.5	29.6					81
	1.21AM	10.15	6.15PM	2.30PM	12.50PM	9.00	6.30AM	2.43	1.34	12.38	10.16	4.57	4.38	643.3	**WEST CARLIN** 1.2	22.1					
P W	Via S. P. Carlin Yard	10.50	VIA S. P. CARLIN YARD			9.15	Via S. P. Carlin Yard	s 2.45 2.55	s 1.36 1.44	f 12.45	s 10.18 10.28	s 4.59 5.10	4.40	644.5	CARLIN C 1.5	20.9					79
	2.31AM	10.55	7.20PM		1.53PM	9.20	7 45AM	2.58	1.46	12.48	10.31	f 5.13	4.43	646.0	**EAST CARLIN** 4.2	19.4					
P.	2.45	11.15	7.35		2.07	9.32	8.00	3.07	1.54	12.56	10.38	f 5.21	4.53	650.2	TONKA 6.4	15.2					85
P.	3.05	11.35	7.55		2.25	9.45	8.20	3.16	2.02	1.05	10.47	f 5.30	5.03	656.6	HUNTER 8.8	8.8					81
F.W.T.Y.B. R. K. P.	3.30AM	11.59PM	8.30PM		2.53PM	10.10AM	8.50AM	s 3.30PM	2.14PM	s 1.20PM	f 11.01AM	s 5.46AM	s 5.20AM	665.4	DN **ELKO** Kn Di	0.0					Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	6.49	6.44	6.27	6.10	7.22	5.25	6.40	3.15	2.44	3.05	3.01	3.03	3.10		Time Over Subdivision		.08	.08	.15	.15	
	19.0	19.8	20.1	17.4	17.6	24.6	19.4	39.8	47.4	43.2	42 9	42.5	42.0		Average Speed per Hour		29.0	29.0	14.4	14.4	

See Southern Pacific current time table for Westward Western Pacific schedules Elko to Weso.

Westward Trains are superior to Eastward Trains of the same class.
For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Winnemucca, Carlin and Elko.

Maximum speed between Winnemucca and Cluro and between Mile Post 652 and Elko, passenger trains 60 and freight trains 40 miles an hour. Between Cluro and Mile Post 652, passenger trains 50 and freight trains 35 miles an hour. All trains using turn-outs at Weso, must not exceed 25 miles an hour and using detours, West and East Carlin, 20 miles an hour.

Maximum speed for Western Pacific Mikado and Consolidation engines when handling passenger trains, 50 miles an hour.

Maximum speed for Southern Pacific Mikado engines of 3200 class, 40 miles an hour, irrespective of service.

Engines running light will be governed by speed provided for freight trains.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Trains must not exceed 20 miles an hour through Elko Yard.

Except as provided for at Weso, West and East Carlin, maximum speed over all turn-outs and cross-overs, 10 miles an hour

Where brake pipe has not been separated, air test as prescribed by Rule 1075, need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Winnemucca and Elko, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Eastward freight trains not required to stop for other reasons, between points named below, may run from Winnemucca to Ellison, Golconda to Kampos, Ellison to Beowawe, Beowawe to Elko or Kampos to Carlin for train inspection.

TUNNEL 39 AND EUREKA-NEVADA RAILWAY CROSSING AT PALISADE.

Automatic block signals govern the movement of trains through Tunnel 39, just west of Palisade, as follows:

Automatic interlocked home Signal No. 6352, located 500 feet west of west portal of tunnel, governs eastward trains.

Automatic interlocked home Signal No. 6357, located 1090 feet east of east portal of tunnel, governs westward trains. Westward trains must stop before passing over Eureka-Nevada Railway crossing, regardless of position of interlocked home Signal No. 6357.

Derails on Eureka-Nevada Railway track on each side of the points where Western Pacific crosses Eureka-Nevada Railway west of Palisade are interlocked with automatic home Signals Nos. 6352 and 6357 on Western Pacific Railroad.

Trains stopped by these automatic interlocked home signals, in addition to following a flagman, as per rule, must not foul Eureka-Nevada Railway crossing until it has been ascertained that derails on Eureka-Nevada Railway are set to derail.

Passenger trains must not exceed 25, freight trains 15 miles an hour over Eureka-Nevada Railway crossing.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.
Nos. 28 and 42 will stop on flag at all stations in Nevada for revenue passengers to Cheyenne and beyond.

Eastward — THIRD SUBDIVISION — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 292 Southern Pacific Fast Freight	276 Southern Pacific Fast Freight	64 Western Pacific Fast Freight	258 Southern Pacific Fast Freight	280 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	FIRST CLASS 10 Southern Pacific Gold Coast	42 So. Pacific Overland Limited	4 Western Pacific Express	28 Southern Pacific San Francisco Limited	20 Southern Pacific Pacific Limited	2 Western Pacific Scenic Limited	Distance from San Francisco	Time Table No. 15 — January 4, 1931 — STATIONS Telegraph Offices and Calls	Block Signals	Distance from Wendover	FIRST CLASS 3 Western Pacific Pacific Express	1 Western Pacific Scenic Limited	SECOND CLASS 61 Western Pacific Fast Freight	55 Western Pacific Fast Freight	Capacity of Sidings
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
F W T Y B R K P	8.30PM	2.50PM	11.10AM	8.53AM	3.30AM	1.01AM	3.30PM	2.14PM	1.30PM	11.01AM	5.46AM	5.30AM	665.4								
P.	8.52	3.10	11.25	9.08	3.50	1.25	3.42	2.25	1.42	11.13	f 5.58	5.43	673.1	DN ELKO Kn. Di.		140.9					Yard
P. W.	9.20	3.32	11.45	9 30	4.15	1.50	3.58	2.40	1.57	11.28	f 6.14	5.59	683.3	7.7 PARDO		133 2					80
P.	9.30	3.42	11.55AM	9.40	4.25	2.01	4.05	2.46	2.03	11.36	f 6.22	6.05	688.1	10 2 ELBURZ		123 0					80
P. W.	10.05	4.07	12.15PM	10.15	4.50	2.30	4.19	2.59	2.18	11.51AM	f 6.38	f 6.21	699.5	4.8 HALLEOK		118.2					80
													701.0	11 4 DEETH		106.8					80
P.	10.20	4.32	12.30	10.46	5.17	2.55	4.32	3.10	2.30	12.05PM	f 6.53	6.34	708.6	1.5 S. P. CONNECTION		105.3					
P. R. I.	10.34PM	4.53PM	12.40	11.00AM	5.31AM	3.10	4.41PM	3.18PM	2.39	12.15PM	f 7.03AM	6.43	713.6	7.6 TULASCO		97.7					80
F. W. P.			12.53			3.25			2.48			f 6.54	717.2	5.0 DN ALAZON A		92.7	1.35PM	7.15PM	5.20AM	5.45PM	
P.			1.17			3.45			3.00			7.07	728.5	3.6 DN O. S. L. Connection WELLS We		89.1	1.27	f 7.08	5.10	5.30	80
P.			1.26			4.01			3.07			7.14	728.2	6.3 BOAZ		82.8	1.17	6.57	4.50	5.12	80
P.			1.36			4.25			3.14			f 7.21	733.4	4.7 RUBY		78.1	1.10	6.50	4.40	5.01	100
P. W.			1.46			4.50			3.21			7.29	738.6	5.2 D TOBAR Br		72.9	1.03	f 6.43	4.25	4.45	80
P. Y.			2.05			5.20			3.32			7.41	747.1	5.2 VENTOSA		67.7	12.56	6.36	4.10	4.30	80
P.			2.35			5.45			3.43			f 7.56	752.7	8.5 SONAR		59.2	12.45	6.25	3.45	4.05	80
P.			3.01			6.07			3.59			8.15	761.3	5 6 JASPER		53.6	12.37	f 6.17	3.27	3.43	80
F. W. P. Y.			3.30			6.25			s 4.13			s 8.30	765.9	8.6 LUKE		45.0	12.18	5.58	2.52	3.01	81
P. Y.			3.52			6.45			4.27			8.45	772.1	4.6 DN N. N. Crossing SHAFTER Fa		40.4	s 12.10PM	s 5.50	2.40	2.45	220
			4.18			7.15			4.43			9.02	780.8	6.2 SILVER ZONE		34.2	11.55AM	5.34	2.05	2.05	80
P. W.			4.25			7.22			4.47			9.06	783.3	8.7 OLIFSIDE		25.6	11.37	5.13	1.33	1.33	80
P.			4.57			7.40			4.57			9.16	788.6	2.5 PROCTOR		23.0	11.32	5.09	1.25	1.25	40
P.			5.22			8.10			5.13			9.30	799.0	5.3 PILOT		17.7	11.20	4.57	1.08	1.08	84
F W T O Y B R K P			5.40PM			8.35AM			s 5.25PM			s 9.45AM	806.3	10.4 OLA		7.3	11.01	4.36	12.35	12.35	79
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7 3 DN WENDOVER Wn		0.0	10.45AM	4.20PM	12.01AM	12.01PM	Yard
																	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	2.04	2.03	6.30	2.07	2.01	7.34	1.11	1.04	3.55	1.14	1.17	4.15		Time Over Subdivision			2.50	2.55	5.19	5.44	
	23.3	23.5	21.7	22.8	23.9	18.6	40.7	45.2	36.	39.0	37.6	33.2		Average Speed per Hour			32.7	31.8	17.4	16.1	

See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.

Westward Trains are superior to Eastward Trains of the same class.

For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Elko, Wells, Shafter and Wendover.

When passenger trains meet at Wendover, the siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Maximum speed between Elko and Pardo and between Elburz and Alazon, passenger trains 60 and freight trains 40 miles an hour. Between Pardo and Elburz and between Alazon and Wendover, passenger trains 50 and freight trains 35 miles an hour.

Passenger trains must not exceed 30 miles an hour between M. P. 776 and M. P. 777½, rounding Arnold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.

Maximum speed freight trains descending grades, 25 miles an hour and must not exceed 20 miles an hour between M. P. 776 and M. P. 777½, rounding Arnold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.

Maximum speed for Western Pacific Mikado and Consolidation engines when handling passenger trains, 50 miles an hour.

Maximum speed for Southern Pacific Mikado engines of 3200 class, 40 miles an hour, irrespective of service.

Engines running light will be governed by speed provided for freight trains.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Trains must not exceed 20 miles an hour through Elko Yard.

Trains using turn-outs at Alazon must not exceed 25 miles an hour.

Except as provided for at Alazon, maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Passenger trains must use 3, all other trains 5 minutes, passing through Tunnel 43.

Where brake pipe has not been separated, air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Elko and Wendover, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

If trains are in safe condition, consideration being given to class of freight and weather conditions, Western Pacific freight trains may run between following stations for train inspection:

EASTWARD—Elko to Wells, Elburz to Ventosa, Wells to Shafter and must stop at some point between Silver Zone and Wendover.

WESTWARD—Wendover to Shafter and Shafter to Wells.

Automatic block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals located 1000 feet in advance of each portal. No distant signals.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

Nos. 28 and 42 will stop on flag at all stations in Nevada for revenue passengers to Cheyenne and beyond.

No. 20 will stop on flag at point opposite Southern Pacific Station, Ryndon.

No. 10 will stop on flag at Deeth on Tuesdays, Thursdays and Saturdays.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS 74 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 4 Pacific Express Leave Daily	FIRST CLASS 2 Scenic Limited Leave Daily	Distance from San Francisco	Time Table No. 15 January 4, 1931 STATIONS Telegraph Offices and Calls	Distance from Salt Lake—Roper Yd.	FIRST CLASS 3 Pacific Express Arrive Daily	FIRST CLASS 1 Scenic Limited Arrive Daily	SECOND CLASS 55 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	Capacity of Sidings
F. W. T. O. Y. B. R. K. P.	6.40 PM	9.30 AM	5.30 PM	9.50 AM	806.3	DN **WENDOVER** Wn	124.1	s 10.40 AM	s 4.13 PM	11.00 AM	11.00 PM	Yard
P.	6.57	9.48	5.41	10.01	815.0	8.7 SALDURO 10.4	115.4	10.28	4.01	10.38	10.40	77
P.	7.15	**10.16**	5.53	**10.16**	825.4	ARINOSA 9.7	105.0	**10.16**	3.49	**10.16**	10.20	82
P.	7.30	10.45	6.04	10.29	835.1	BARRO 10.3	95.8	10.05	3.37	9.48	10.01	78
P. W.	7.48	11.15	6.16	10.41	845.4	D KNOLLS Ks 9.0	85.0	9.53	3.25	9.25	9.40	100
P.	8.03	11.40 AM	6.27	10.52	854.4	CLIVE 11.7	76.0	9.42	3.14	9.00	9.15	80
P.	**8.40**	12.20 PM	6.47	11.10	866.1	LOW 12.3	64.3	9.27	2.59	8.33	**8.40**	80
P. F. W.	9.15	1.05	7.10	f 11.33	878.4	DN DELLE De 7.3	52.0	9.02	f 2.33	7.49	7.51	190
P.	9.34	1.25	**7.21**	11.44	885.7	TIMPIE 7.2	44.7	8.49	2.20	7.19	**7.21**	81
P.	9.48	1.45	7.31	11.54 AM	892.9	**ELLERBECK** 3.8	37.5	8.40	2.11	7.04	6.55	
P. W. Y.	9.57	**2.05**	7.38	s 12.01 PM	896.7	2S **BURMESTER** Bx 5.7	33.7	8.35	s **2.05**	6.55	6.45	80
P.	10.10	2.25	7.46	12.10	902.4	SPRAY 5.4	28.0	8.27	1.57	6.34	6.29	40
P.	10.22	2.40	7.54	12.19	907.8	LAGO 4.3	22.6	8.19	1.49	6.20	6.15	82
I.					912.1	B. & G. Crossing and Transfer 1.0	18.3					25
P.	10.35	2.55	8.03	12.29	913.1	D GARFIELD Gf 7.7	17.3	8.10	1.40	6.05	6.00	79
P.	10.50	3.15	8.13	12.40	920.8	FOX 3.5	9.6	8.00	1.30	5.45	5.44	80
	10.57	3.23	8.19	12.46	924.3	BUENA VISTA 2.0	6.1	7.55	1.25	5.35	5.35	55
					926.3	L. A. & S. L. Crossing 0.4	4.1					
					926.7	O. S. L. Crossing 0.5	3.7					
	11.10	3.35			927.2	**POLLARD JCT.** 0.1	3.2	7.48	1.18	5.20	5.20	
					927.3	D. & R. G. W. Crossing 0.7	3.1					
F. W. T. O. Y. B. R. K. P.			s 8.30 PM	s 1.00 PM	928.0	DN **SALT LAKE** Un Union Station 2.4	2.4	7.45 AM	1.15 PM			Yard
W. O. Y. B. R. K. P.	11.30 PM	4.00 PM			930.4	DN **SALT LAKE** Fy Roper Yard	0.0			5.00 AM	5.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.50	6.30	3.00	3.10		Time over Subdivision		2.55	2.58	6.00	6.00	
	25.7	19.1	40.6	38.4		Average Speed per Hour		41.7	41.0	20.7	20.7	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Wendover, Knolls, Delle, Burmester and Salt Lake.

Yard Limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.

When passenger trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Burmester siding is the track south of main track, east of Depot.

Maximum speed for passenger trains, between Wendover and Clive, 60 miles an hour; between Clive and Delle, 50 miles an hour and between Delle and Salt Lake, 60 miles an hour.

Maximum speed for freight trains, between Wendover and Clive, 40 miles an hour; between Clive and Delle, 30 miles an hour and between Delle and Pollard Jct., 40 miles an hour.

Maximum speed for Consolidation and Mikado engines when handling passenger trains, 50 miles an hour.

Engines running light will be governed by speed provided for freight trains.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Trains must not exceed 20 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.7, stopping if it is being used by a train or engine of that railroad.

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.

Time specified in time-table or train order at Pollard Jct., except first class, will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

Where brake pipe has not been separated, air test as prescribed by Rule 1075, need not be made at Terminals.

Rear end test prescribed by Rule 1076 will not be made at Wendover and Salt Lake.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

If trains are in safe condition, consideration being given to class of freight and weather conditions, freight trains may run between following stations for train inspection:

EASTWARD—Wendover to Clive, Delle to Roper Yard.

WESTWARD—Roper Yard to Delle, and must stop at some point between Clive and Wendover.

B. & G. crossing, Mile Post 912.1, interlocked. Crossing governed by home signals only, there being no distant signals. Trains must approach this crossing with caution and when home signal indicates proceed, passenger trains will not exceed 30 miles an hour and freight trains 20 miles an hour over crossing; when home signal indicates stop, must stop before reaching semaphore and be governed by Rule 663. Crossing is protected by derail.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in Utah for revenue passengers to or from points Pueblo and East.

FOURTH SUBDIVISION "A"

Eastward — **ELLERBECK BRANCH** — **Westward**

Time Table No. 15
January 4, 1931

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.		Distance from Ellerbeck	STATIONS Telegraph Offices and Calls	Distance from Dolomite		Capacity of Sidings
P.		0.0	ELLERBECK	4.7		
		2.7				
Y.		2.7	WYE	2.0		
		1.0				
		3.7	FLUX	3.0		8
		1.0				
		4.7	DOLOMITE	0.0		3 Car Spur 1 E

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 15 miles an hour.

FOURTH SUBDIVISION "B"

Eastward — **TOOELE BRANCH** — **Westward**

Time Table No. 15
January 4, 1931

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.		Distance from Burmester		STATIONS Telegraph Offices and Calls		Distance from Warner		Capacity of Sidings
P.W.Y.		0.0	28	BURMESTER	Bx	15.5		125
		7.0						
		7.0		MARSHALL		8.5		22
		8.5						
W.Y.R.		15.5		WARNER		0.0		77

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 20 miles an hour.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR	476.4	1 W	7
KNIGHT F 10	570.1	1 E	6
RUSSELLS F 10	582.5	1 E	5
JENKINS F 10	592.1	1 E	5
MARBLE	861.5	1 E	5
TIMPIE QUARRY	886.7	1 E	50
L. A. & S. L. CONNECTION	913.6	1 E 1 W	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

SPECIAL INSTRUCTIONS

Supplementary to RULE 1072.—Air brakes must be 100% operative on trains leaving terminals, and not less than 85% operative leaving intermediate stations.

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) When a block signal indicates stop between Weso and Alazon, train may proceed with caution, not exceeding 12 miles an hour as follows:

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by third paragraph of Rule 509, prescribing double track procedure.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso.

Operator Weso enter on register information furnished by register ticket and transmit registration of only Southern Pacific eastward first class trains to Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on register at Winnemucca.

(D) A Clearance or Train Order authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin, where another Clearance or Train Order must be obtained authorizing train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on Western Pacific to a connection with Southern Pacific main track west end of Carlin Yard. East Carlin Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains, when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains, when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

(G) Westward regular trains will register by ticket at Alazon. Other trains will not register.

Operator Alazon enter on register, information furnished by register ticket and transmit registration of only Western Pacific westward first class trains to Southern Pacific operator at Wells, who must enter same on register.

First and second paragraphs of Rule 83 will not apply at Weso and Alazon as between trains of same class.

(H) Eastward Southern Pacific extra trains, between Weso and Alazon will not display white flags on engines which are equipped with train indicators.

(I) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead, East Carlin to Elko.

(J) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department, will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead, West Elko to Carlin.

(K) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. These trains will not be required to secure a clearance at Elko except when train order signal indicates stop.

(L) Second Paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(M) Between Weso and Alazon, Dispatchers must use following forms to authorize movement of eastward extras on Southern Pacific track and westward extras on Western Pacific track, or in creating work train extras on either track.

EXAMPLE 1.

"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2.

"Eng.....works extra on.....Pacific track.....M until.....M between.....and....."

(N) WEST CARLIN. Remote control switch at junction will be normally lined for Western Pacific main track and two-arm Signal No. 6434, located 100 feet west of remote control switch, will govern position of the switch.

Upper arm works semi-automatically with Western Pacific main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules.

Lower arm will govern detour. Trains desiring movement over detour will, when approaching Signal 6434, sound one short and one long whistle to notify signalman to line switch for detour.

Trains finding upper arm of Signal 6434, located 100 feet west of remote control switch and which works semi-automatically with main track block signal, in stop position, will send flagman ahead to remote control switch and if this switch is found to be properly lined for main track, flagman must remain at remote control switch continually watching the switch until train enters interlocked limits, then train may proceed as per Rule 509.

The above will supersede second paragraph of Rule 628, which requires yellow flag by day and yellow light by night in giving hand signals to flag train or engine through interlocking plant limits and under above circumstances Rule 663 will apply.

Dwarf lighted signals (No. 6435, main track; No. 6437, detour), both 350 feet east of remote control switch, north side of tracks, control westward movement.

Telephone located on pole opposite remote control switch is connected with signalman in west end of Southern Pacific yard. This telephone is to be used by trainmen only in emergency to notify signalman desired route in case route is not properly lined. Switch is to be thrown by hand only upon instructions from the signalman.

Blowoff cocks, sanders or injectors must not be used passing over this switch.

(O) EAST CARLIN. Oil spring switch at Junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made over this switch without first stopping and ascertaining that switch is properly lined. Blowoff cocks, sanders or injectors must not be used in vicinity of this switch.

Western Pacific and Southern Pacific main track connections,
Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—Eastward signal 5356.	o —— ——	Upper Arm Western Pacific.
	o —— o	Lower Arm Southern Pacific.
Westward dwarf signal 5361.	o ——	Western Pacific.
ALAZON—Eastward signal 7136.	—— o ——	Upper Arm Southern Pacific.
	o —— ——	Lower Arm Western Pacific.
Westward signal 7137.	—— o ——	Southern Pacific.

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Cal.
DR. R. S. ALLISON	Local Surgeon	Salt Lake City, Utah
DR. F. D. SPENCER	Assistant Local Surgeon	Salt Lake City, Utah
DR. W. D. DONOHER	Oculist and Aurist	Salt Lake City, Utah
DR. A. C. OLMSTED	Local Surgeon	Wells, Nevada
DR. A. J. HOOD	Division Surgeon	Elko, Nevada
DR. R. P. ROANTREE	Local Surgeon	Elko, Nevada
DR. CHAS. E. SECOR	Assistant Local Surgeon	Elko, Nevada
DR. C. W. EASTMAN	Local Surgeon	Carlin, Nevada
DR. GEO. F. POPE	Local Surgeon	Winnemucca, Nevada

WATCH INSPECTORS

S. A. Pope, Manager of Time Service	San Francisco, Cal.
Krenkel & Bosch	Winnemucca, Nev.
L. J. Wintermantel	Elko, Nev.
H. B. Miller, 460 West Second South Street	Salt Lake City, Utah

TONNAGE RATING

First Subdivision

Eastward	Mikado Engine with booster	2750 tons
	Mikado Engine	2500 tons
	Consolidation Engine	1800 tons
	Passenger Engine	1170 tons
Westward	Mikado Engine with booster	2400 tons
	Mikado Engine	2200 tons
	Consolidation Engine	1600 tons
	Passenger Engine	1040 tons

Second Subdivision

Eastward	Mikado Engine	5000 tons
	Consolidation Engine	3600 tons
	Passenger Engine	1950 tons
Westward	Mikado Engine	4600 tons
	Consolidation Engine	3500 tons
	Passenger Engine	2275 tons

Third Subdivision

Eastward	Mikado Engine	2000 tons
	Consolidation Engine	1500 tons
	Passenger Engine	975 tons
Westward	Mikado Engine	1850 tons
	Consolidation Engine	1200 tons
	Passenger Engine	780 tons

Fourth Subdivision

Eastward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons
Westward	Mikado Engine	2250 tons
	Consolidation Engine	1700 tons
	Passenger Engine	1100 tons

To determine tonnage for helper trains on any subdivision add together rating figures for class of engines furnished.

Figure 5 tons friction for each car over 30 cars. No car limit.

Tonnage rating is based on the maximum grade on each subdivision. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

C. E. RENNER, Trainmaster, Winnemucca, Nevada.

J. J. DUGGAN, Trainmaster, Wendover, Utah.

G. W. CURTIS, Trainmaster, Salt Lake City, Utah.

A. P. MICHELSON, Chief Train Dispatcher, Elko, Nevada.

H. M. YOE, Night Chief Train Dispatcher, Elko, Nevada.